

**Connecticut Department of Transportation
Public Information Meeting
State Project No. 173-433
VIP Resurfacing Project
State Project No. 138-211
Intersection Improvements US Route 1 (Barnum Ave.) & West Broad Street
State Project No. 138-212
Intersection Improvements US Route 1 & Route 108 (Nichols Ave.)
Town of Stratford**

**September 18, 2013, 7:00 PM
Stratford Town Hall**

Minutes

Present:

Brian Natwick, Project Manager, CTDOT Highway Design Unit
Michael Marzi, CTDOT Division of Rights of Way
Kenneth Lussier, CTDOT Division of Traffic Engineering
Brett Stark, Liaison Program Manager, BL Companies
Robert Lacourse, Liaison Project Manager, BL Companies
Tim Casey, STV Engineers, CTDOT Design Consultant

Three local residents were in attendance, including Jason Santi, Councilman for the Fourth District.

The proceedings were recorded for playback on the local access network.

Presentation:

Brian Natwick opened the meeting and introduced the CTDOT Project team

Robert Lacourse made the technical presentation:

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- Route 1 pavement resurfacing project, construction started summer 2013
- The section of Route 1 from Boston Avenue to Broadbridge Avenue, was postponed to allow completion of Town's streetscape project
- This section will have minor lane changes accomplished through the installation of new pavement markings.
- From Boston Avenue to Burritt Avenue there will be a single eastbound travel lane and an 8' striped shoulder
- From Burritt Avenue to West Broad Street, there will be one eastbound travel lane and a dedicated right turn lane.
- From West Broad Street to Broadbridge Avenue, there will be a single eastbound travel lane and an 8' wide striped shoulder, transitioning to a single travel lane and a left turn lane at Broadbridge Avenue.

- From Broadbridge Avenue to Noble Street, there will be a single westbound travel lane transitioning to two westbound travel lanes that will continue to Boston Avenue.
- Improves operations and safety
- Results in loss of approximately four on-street parking spaces on north side of Barnum Avenue near Nobel Street. Parking will be available on the south side of Barnum Avenue from West Broad Street easterly, providing for approximately ten vehicles/
- Concept reviewed and endorsed by Local Traffic Authority

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- Reduced scope from original realignment proposal
- Federal funding through Safety Improvement Program – emphasis is on operational and safety improvements rather increasing roadway capacity
- Concept plans developed to present new proposal
- Minor widening on West Broad Street to allow two northbound lanes
- The new lane configuration will allow an exclusive left turn and a shared left/right turn lane.
- Improved radius for vehicles making a right turn from West Broad Street
- Upgrade existing traffic signal with new equipment
- Improved Pedestrian accommodations
- Builds on improvements made under the VIP project and further reduces delays
- The current project schedule anticipates that construction will begin in spring 2015

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- Similar reduced scope from prior concept
- Also uses Federal funding through Safety Improvement Program
- Concept plans developed to present new proposal
- Widen Route 1 east of Nichols Avenue to provide westbound left turn lane
- Remove existing raised island on Nichols Avenue to provide double left turn lanes onto Route 1 eastbound
- Minor widening on King Street to provide two lanes
- Small encroachment on parcel at Southeast corner of Barnum Avenue & King Street
- Pavement will be removed on Essex Place to reduce pedestrian crossing
- Addition of lawn area where pavement removed
- Minor restriping on Route 1 eastbound to accommodate new left turn lane
- Upgrade existing traffic signal with new equipment
- Improved Pedestrian accommodations
- The current project schedule anticipates that construction will begin in spring 2015

Michael Marzi presented Department's standard process for ROW acquisition:

- Only acquisition at this time appears to be a small area on the parcel at the corner of King Street
- Pamphlets explaining the process were made available to attendees and information is also available on the Department's website.

Public Comments and Questions:

- A resident inquired how parents would be able to drop children off at Franklin School. The Department responded that an 8-foot wide shoulder was being provided in this location.
- The same resident then asked if on-street parking would be allowed in front of the school during evening events. The Department advised that the decision to allow parking during such events would be at the discretion of the Town.
- A resident inquired as to the feasibility of providing a green arrow for left turn movements from Route 1 to Nichols Ave. The Department indicated that this will be evaluated during the design of the upgraded traffic signal.
- Jason Santi asked if any drainage improvements were included under the proposed project and noted that water accumulates on portions of Route 1 within the project limits during storm events possibly due to the lack of capacity for an existing culvert located beneath Route 1. The Department advised Mr. Santi that, given the nature of the program under which these projects are funded, major drainage upgrades are not included in the scope of the proposed construction. Department representatives in attendance stated that they would alert the District Maintenance Manager as to the Town's concerns.
- Mr. Santi also asked about the status of the proposed upgrade to the existing traffic signal at the intersection of Route 1 and Main Street. Mr. Lussier responded that the signal in question is not included under either of the projects presented at this meeting but rather a separate, District-wide Traffic Signal project slated to begin construction in 2014.
- It was questioned whether the new, upgraded, traffic signals being installed under these projects would include pre-emption. The Department responded that existing signals at Nichols Avenue and West Broad Street presently feature pre-emption devices and that the new signal equipment would as well. The Department will coordinate with the local emergency service providers during the design phase as to the details for the pre-emption system/devices.
- One of the attendees noted that the existing traffic signal at West Broad Street is synchronized with the existing signal at the intersection of Route 1 and Noble Street and questioned if the synchronization would remain with the installation of the upgraded signal at West Broad and, if so, whether it was anticipated that a loop detector system would be installed on Noble Street. The Department replied affirmatively to both questions.

- The removal of the existing raised island on Nichols Avenue was questioned. Attendees noted that the island currently provides a refuge for pedestrians trying to cross Nichols Avenue and that its removal would potentially make crossing the roadway more dangerous. The Department responded that the project design included a new crosswalk on Nichols Avenue and noted that the new signal design would include an exclusive pedestrian phase to accommodate safe use of the new crosswalk.

Adjournment: The meeting was adjourned at 8:05 PM

Submitted By: _____

Robert C. Lacombe

Concurred By: _____

Brian M. Nichols